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IN THE CLAIMS

1. (Currently Amended) A hydraulic system for controlling the position of an outboard drive on the hull of a watercraft, said system comprising a cylinder body assembly defining a cylinder bore in which a piston is supported for reciprocation and divides said cylinder bore into two chambers on opposite sides of said piston, a piston rod affixed to said piston and extending through one of said chambers and externally of said cylinder body assembly for connection to one of said outboard drive and said hull, the cylinder body assembly being connected to the other of said outboard drive and said hull for effecting movement of said outboard drive relative to said hull upon pressurization of one of said chambers, and a hydraulic system for selectively pressurizing said one chamber to elevate said outboard drive relative to said hull, said hydraulic system comprising a pump for pressurizing fluid and a valved system for communicating the output of said pump with said one chamber comprising a first check valve interposed between said pump and said one chamber and adapted to be opened upon pressurization for flow toward said one chamber and a second check valve interposed between said first check valve and said one chamber and in series flow relation to said first check valve and adapted to be opened upon pressurization for flow toward said one chamber, either of said first and said second check valves precluding flow from said one chamber when not pressurized.
2. (Original) A hydraulic system as set forth in claim 1 wherein the fluid pump is reversible and the first check valve is a part of a shuttle valve comprised of oppositely acting check valves one of which comprises said first check valve and a shuttle piston disposed between said pair of check valves, the opposite sides of said shuttle piston communicating with the opposite sides of said pump for selective pressurization thereof depending on the direction of operation of said fluid pump.
3. (Original) A hydraulic system as set forth in claim 2 wherein the second check valve comprises a portion of a modified shuttle valve having only said second check valve and a modified shuttle valve piston disposed in a closed end bore with said second check valve disposed at the end of said bore opposite said closed end, the area between said second check valve and said modified shuttle valve piston being in communication with the area between said first check valve and the one chamber.
4. (Original) A hydraulic system as set forth in claim 3 wherein the area between the modified shuttle valve piston the closed end of the bore is in open communication with the area between the shuttle piston and the other of the pair of check valves of the shuttle valve.

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IN THE CLAIMS

1. (Currently Amended) A hydraulic system for controlling the position of an outboard drive on the hull of a watercraft, said system comprising a cylinder body assembly defining a cylinder bore in which a piston is supported for reciprocation and divides said cylinder bore into two chambers on opposite sides of said piston, a piston rod affixed to said piston and extending through one of said chambers and externally of said cylinder body assembly for connection to one of said outboard drive and said hull, the cylinder body assembly being connected to the other of said outboard drive and said hull for effecting movement of said outboard drive relative to said hull upon pressurization of one of said chambers, and a hydraulic system for selectively pressurizing said one chamber to elevate said outboard drive relative to said hull, said hydraulic system comprising a pump for pressurizing fluid and a valved system for communicating the output of said pump with said one chamber comprising a first check valve interposed between said pump and said one chamber and adapted to be opened upon pressurization for flow toward said one chamber and a second check valve interposed between said first check valve and said one chamber and in series flow relation to said first check valve and adapted to be opened upon pressurization for flow toward said one chamber, either of said first and said second check valves precluding flow from said one chamber when not pressurized.
2. (Original) A hydraulic system as set forth in claim 1 wherein the fluid pump is reversible and the first check valve is a part of a shuttle valve comprised of oppositely acting check valves one of which comprises said first check valve and a shuttle piston disposed between said pair of check valves, the opposite sides of said shuttle piston communicating with the opposite sides of said pump for selective pressurization thereof depending on the direction of operation of said fluid pump.
3. (Original) A hydraulic system as set forth in claim 2 wherein the second check valve comprises a portion of a modified shuttle valve having only said second check valve and a modified shuttle valve piston disposed in a closed end bore with said second check valve disposed at the end of said bore opposite said closed end, the area between said second check valve and said modified shuttle valve piston being in communication with the area between said first check valve and the one chamber.
4. (Original) A hydraulic system as set forth in claim 3 wherein the area between the modified shuttle valve piston the closed end of the bore is in open communication with the area between the shuttle piston and the other of the pair of check valves of the shuttle valve.

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5. (Original) A hydraulic system as set forth in claim 2 further including a third check valve interposed between the second check valve and the one chamber and adapted to be opened upon pressurization for flow toward said one chamber, each of said first, said second and said third check valves precluding flow from said one chamber when not pressurized.

6. (Currently Amended) A hydraulic system for controlling the position of an outboard drive on the hull of a watercraft, said system comprising a cylinder body assembly defining a cylinder bore in which a piston is supported for reciprocation and divides said cylinder bore into two chambers on opposite sides of said piston, a piston rod affixed to said piston and extending through one of said chambers and externally of said cylinder body assembly for connection to one of said outboard drive and said hull, the cylinder body assembly being connected to the other of said outboard drive and said hull for effecting movement of said outboard drive relative to said hull upon pressurization of one of said chambers, and a hydraulic system for selectively pressurizing said one chamber to elevate said outboard drive relative to said hull, said hydraulic system comprising a pump for pressurizing fluid and a valved system for communicating the output of said pump with said one chamber comprising a first check valve interposed between said pump and said one chamber and adapted to be opened upon pressurization for flow toward said one chamber and a second check valve interposed between said first check valve and said one chamber adapted to be opened upon pressurization for flow toward said one chamber, a third check valve interposed between said second check valve and said one chamber and adapted to be opened upon pressurization for flow toward said one chamber, each of said first, said second and said third check valves precluding flow from said one chamber when not pressurized, said as set forth in claim 5 wherein the third check valve comprises comprising a portion of a second modified shuttle valve having only said third check valve and a second modified shuttle valve piston disposed in a second closed end bore with said third check valve disposed at the end of said second bore opposite said closed end, the area between said third check valve and said modified shuttle valve piston being in communication with the area between said second check valve and the one chamber.

7. (Original) A hydraulic system as set forth in claim 6 wherein the area between the second modified shuttle valve piston and the closed end of the second bore is in open communication with the area between the modified shuttle piston and the closed end of the bore in which said modified shuttle piston is positioned.

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5. (Original) A hydraulic system as set forth in claim 2 further including a third check valve interposed between the second check valve and the one chamber and adapted to be opened upon pressurization for flow toward said one chamber, each of said first, said second and said third check valves precluding flow from said one chamber when not pressurized.

6. (Currently Amended) A hydraulic system for controlling the position of an outboard drive on the hull of a watercraft, said system comprising a cylinder body assembly defining a cylinder bore in which a piston is supported for reciprocation and divides said cylinder bore into two chambers on opposite sides of said piston, a piston rod affixed to said piston and extending through one of said chambers and externally of said cylinder body assembly for connection to one of said outboard drive and said hull, the cylinder body assembly being connected to the other of said outboard drive and said hull for effecting movement of said outboard drive relative to said hull upon pressurization of one of said chambers, and a hydraulic system for selectively pressurizing said one chamber to elevate said outboard drive relative to said hull, said hydraulic system comprising a pump for pressurizing fluid and a valved system for communicating the output of said pump with said one chamber comprising a first check valve interposed between said pump and said one chamber and adapted to be opened upon pressurization for flow toward said one chamber and a second check valve interposed between said first check valve and said one chamber adapted to be opened upon pressurization for flow toward said one chamber, a third check valve interposed between said second check valve and said one chamber and adapted to be opened upon pressurization for flow toward said one chamber, each of said first, said second and said third check valves precluding flow from said one chamber when not pressurized, said as set forth in claim 5 wherein the third check valve comprises comprising a portion of a second modified shuttle valve having only said third check valve and a second modified shuttle valve piston disposed in a second closed end bore with said third check valve disposed at the end of said second bore opposite said closed end, the area between said third check valve and said modified shuttle valve piston being in communication with the area between said second check valve and the one chamber.

7. (Original) A hydraulic system as set forth in claim 6 wherein the area between the second modified shuttle valve piston and the closed end of the second bore is in open communication with the area between the modified shuttle piston and the closed end of the bore in which said modified shuttle piston is positioned.

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8. (New) A hydraulic system as set forth in claim 7 wherein the second check valve comprises a portion of a modified shuttle valve having only said second check valve and a modified shuttle valve piston disposed in a closed end bore with said second check valve disposed at the end of said bore opposite said closed end, the area between said second check valve and said modified shuttle valve piston being in communication with the area between said first check valve and the one chamber.

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8. (New) A hydraulic system as set forth in claim 7 wherein the second check valve comprises a portion of a modified shuttle valve having only said second check valve and a modified shuttle valve piston disposed in a closed end bore with said second check valve disposed at the end of said bore opposite said closed end, the area between said second check valve and said modified shuttle valve piston being in communication with the area between said first check valve and the one chamber.